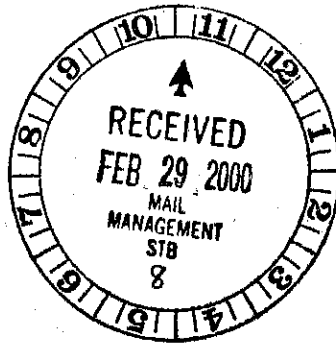




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CENTENNIAL GAS LIQUIDS, L.L.C.



2.26.00

Surface Transportation Board
Office of the Secretary
Case Control Unit
Attn: STB Ex Parte No. 582
1925 K Street, N.W.,
Washington, D.C. 20423-0001

Office of the Secretary
FEB 29 2000
Public Room

To Whom It May Concern,

Centennial Gas Liquids L.L.C. (CGL) has requested a few minutes to offer our feelings on the potential merger of the BNSF and CN Railways. We appreciate this opportunity to submit to the STB, our support of this merger.

CGL was founded in 1993 and currently employs 10 full time personnel. The nature of our business is the transportation and marketing of natural gas liquids (propane, butane), asphalt, and various other refinery and petrochemical feed stocks throughout the U.S., Canada, and Northern Mexico. The vast majority of our marketing is done via the rail systems. We currently have approximately 400 tank cars, both owned and leased in service. Our annual transportation costs are in the \$5.5-6.0 mm range and the annual cost of our fleet approaches \$2.5mm. These items represent by far our largest costs of doing business. My point being is that without competitive service and transportation rates from the rail carriers, CGL would not be in business today. CGL enjoys being a small, agile, and competitive supplier to the industries using our commodities. We would not be able to do so without continued good service from the rail industry.

The personnel in our company have a combined experience with the railroads well exceeding 125 years. We have all witnessed a great transformation in the rail transportation industry. Deregulation and mergers as well as computer and Internet technology have all caused a tremendous change in how we do our business. Being a western U.S. oriented company, we have been greatly influenced by the three largest mergers, the BN and ATSF, the SP and DRGW, and ultimately, the UPRR and SP. In all honesty, when they were first proposed, we were ambivalent at best and slightly negative about how they would effect our day-to-day operations. As time has progressed, we have come to realize our fears were to a large extent ill founded. Yes, there were merger related issues over communication, power, accessibility ECT. But most of these issues were/ have been addressed. We are comfortable that we are getting a fair shake from the combined entities. By and large, they have lived up to their promises.

7555 E. Hampden Ave., Suite 401 • Denver, CO 80231 • (303) 695-1212 • Fax (303) 695-9590

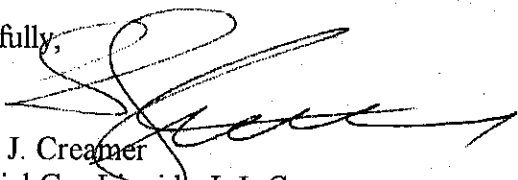
Some of the realized benefits of the BN, ATSF merger have been:

- Quicker response time for rate requests. Very important in CGL's business.
- More accurate billing and tracing abilities.
- The ability to negotiate through rates, simplifying matters greatly.
- Somewhat improved cycle times.
- A perceived plateauing of rate increases.

CGL has enjoyed a good relationship with our Canadian and Mexican counterparts and suppliers. We are as a company very much in favor of NAFTA and all the opportunities it has presented. As such we see the ability to negotiate rates for "North American" business as a great benefit. If this proposed merger helps in this regard, for all the reasons mentioned above, we would look favorably upon it. Canada is a tremendous source for the commodities within which we trade, the US is the primary market and the potential opportunities in Mexico are burgeoning. Another positive aspect of this merger would be enhanced movement going east and west, connecting our western US markets with the eastern US potential for our company.

In summary, of course there is always the potential for decreased competition and service when similar businesses merge. In the cases of rail industry consolidation to date, that we have been affected by, we are comfortable with the direction in which the industry is moving.

Respectfully,



Stephen J. Creamer
Centennial Gas Liquids, L.L.C.